147. Needs of the Chirayinkil Taluk.

Mr. S. J. Nair (Member, Chirayinkil taluk) referred to the Edakkode-Maman trace, and said that, if it could be converted into a cart road, it would be an easy route for the people to reach the Chirayinkil Railway Station from Vempayam, Venjarumudu, Vamanapuram and other places and very useful to the people inhabiting Edakkode, Maman and other places. The said conversion, he pointed out, was a crying need of the taluk, as it would obviate the necessity of taking a round-about journey of 12 miles through the road *via* Attingal town. He did not think that the work would cost much and stated that the subject had been brought to the notice of the Government at previous sessions of the Assembly.

He then urged the necessity for repairing the Sarkara anicut and the construction of a culvert at Manjadimudu. The Sarkara anicut was just on the eastern side of the Sarkara temple and on the side of a cart road very largely used by the public. The anicut was in an unsafe and dangerous condition and it was very essential that it should be repaired, the cost being only small. He also observed that the matter had been brought to the notice of the Government at previous sessions of the Assembly.

The Member then urged the conversion of the Pulimattu-Nagarur trace into a cart road with a bridge across the Chittar at Kottiyil and a culvert across the Nagarur *todu*, and stated that at present the people of Bharatannur, Vamanapuram, Pulimattu, Nagarur and other places had to take a round-about route to go to Attingal, Quilon and other places.

The Member then urged the improvement of the Vellavur-Kallampalam trace, and said that the people inhabiting Vellavur and other adjoining places were prepared to co-operate and render all possible help in the matter.

He next urged the improvement of the Kollampuzha-Dalavapuram trace into a cart road. He stated that that subject had been brought to the notice of the Government at several previous sessions of the Assembly. The improvement, he observed, would very much facilitate trade, commerce and industry, besides affording much convenience to the numerous passengers using the road daily. With very little improvement, he thought, the trace could be converted into an excellent cart road.

The Member then said that, though the Chirayinkil Railway Station was the most important of the stations on the Trivandrum-Quilon line, it was only a flag station at present. He urged the conversion of the station into a block station with a waiting room and its being raised to a crossing station. On account of the large number of passengers travelling from the station, he also prayed that telegraphic installation be introduced there.

The Member represented that, in view of the importance of Attingal, the absence of a Government hospital there was a long-felt want. He enumerated the various public institutions located at Attingal and pointed out that, in view of the congestion of population in the town and the growing importance of the place, the location of a Governmental hospital was essential there. The local Mission hospital was, in the opinion of the Member, little more than an apology for a hospital and it was better not to have any hospital at all than to have one such. He suggested that a branch hospital be immediately opened at Attingal, which could be done by first raising the District hospital at Chirayinkil to the first grade with a lady Assistant Doctor, one more compounder and two nurses. The Attingal hospital could then be made an offshoot of the hospital at Chirayinkil with the lady doctor to preside over it.

The Member next spoke about the assignment of river and backwater *poramboke*s in the Chirayinkil taluk. He said that the present policy of the Government was the indiscriminate eviction of occupants of lands on the sides of rivers and canals. At the time of the original survey, the demarcation stones on the boundaries of registered holdings on the banks of the Attingal rive- were planted into the interior of the lands to prevent submersion and the washing away of the stones.

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Subsequently, the space between the limits of the stones and the river was recorded as *poramboke*. Similar cases had come to the notice of Government in regard to lands on the sides of the Karamanai, Killiyar, Kuzhittura, Neyyar and other rivers and they had ordered the registry of the intervening lands in the names of the occupants as part of their original *pathivu*, and of fresh encroachments on payment of *taravila* and other dues. He prayed that the concessions granted in respect of the lands on the banks of the above rivers might be extended to the lands on the banks of the Vamanapuram river also.

As regards registry of backwater *porambokes*, the Member drew the attention of Government to their order Dis. No. 1278 of 33/Revenue, dated the 1st October, 1923, fixing the rate of *taravila* on backwater *porambokes* in the Kadakkavur, Manampur and other *pakuthies* at Rs. 5 per cent. or Rs. 500 per acre. Prior to the issue of the above order, several applicants had paid high rates of *taravila* ranging from Rs. 700 to Rs. 1,000 per acre. Such of the applicants as had refused payment of *taravila* at the above rates were benefited by the above G. O., while those who paid it suffered a loss to the extent of the difference between the rate fixed by the Government and that at which payment was made. In the circumstances, the Member prayed that retrospective effect be given to the G. O. quoted above and the benefit thereby conferred extended to those who had already paid *taravila* at higher rates.

The Member next pointed out that the need for a girls' school at Attingal was an urgent one. At present the system of co-education prevailed in the local English High School. There were several grown-up girls studying in that institution, the total number being 79 as against 57 in the previous year. One division of the Preparatory class was fully composed of girls. There was no harm in the mixed system of education, if it was confined to the primary grade, *i. e.*, up to class IV. He would even plead for all boys' schools up to class IV in the State being closed and the boys admitted into girls' schools, which would effect a good deal of saving. But the system of co-education in higher classes was a source of danger to both boys and girls and to the well-being of the society at large. Though he was not going to dilate on the resultant evils of the mixed system under which grown up boys and girls studied in the same class, he was aware of cases of boys having been suspended for misbehaviour towards their class-mates of the opposite sex in the same class. It was, therefore, highly necessary in the interests of sound female education, good morals, and the well-being of society that a separate English school for girls should be immediately started. There were a sufficient number of girls and there was also a vacant building, being the one occupied by the boys of the English High School which had been removed to the new building. That was the opportune moment for prompt action being taken. He, therefore, hoped that a separate English school for girls up to Form III would be opened.

In conclusion, the Member spoke on the following two points among the needs of the Chirayinkil taluk :—

(1) The desirability of opening a branch of the manure depôt of Attingal at Chirayinkil and another at Kilimanur. The Member said that Kilimanur was more an agricultural centre than Attingal and that as such a branch of the manure depôt should be opened at Kilimanur.

(2) Opening a branch of the veterinary hospital of Attingal at Pulimattu. The Member said that, by the mere location of the veterinary hospital at Attingal throughout the year, the people of Chirayinkil did not derive much benefit and that it would be more useful if the hospital was shifted and located at Pulimattu for at least six months in the year.

President's reply.—As regards the opening of a girls' school at Attingal, a reply has been given by me to Mr. Nilakanta Aiyar's representation to the effect that Government may have no objection to the old English school building in its present condition being handed over to the Municipality, provided that the Municipality is willing to open and conduct the school.

In regard to the Edakkode-Maman trace, the matter requires investigation, which will be conducted.

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The repair of the Sarkara anicut will be carried out. But with respect to the reconstruction of a culvert there, the Chief Engineer, who has inspected the locality, states that the work is very costly. An investigation is under progress with a view to reduce the volume of the flood-discharge into the valley, and the construction of a suitable regulation bridge is under contemplation.

With regard to the bridge at Kottiyil and a culvert across the Nagarur canal, the Chief Engineer will be directed to call for an estimate.

Re. the Vellavur-Kakkampalam trace, work has already been commenced and it will be soon completed.

Re. the Kollampuzha-Kadaikkavur trace, the Chief Engineer says that the whole length does not require improvement, but only the portion of it from Kollampuzha crossing to Kadaikkavur. This portion will be taken up for the necessary repair.

Re. a hospital at Attingal, the Darbar Physician says that the statistics do not warrant a separate hospital for the place. Your suggestion *re.* the deputation of a lady doctor to Attingal is noted.

Regarding manure depôts, private agencies have only to come forward and every possible help will be then rendered.

Your request for a branch of the veterinary hospital at Pulimattu is noted for consideration.

Your representations regarding the provision of a waiting room at the Chirayinkil Railway Station and converting it into a crossing and telegraph station are also noted.

Re. the registry of lands which are the subject of *porambоke* cases, the G. O's to which you have referred will be looked into, and if they bear out your statements, the question whether the concession now given to land-holders elsewhere should not be extended to the lands on the banks of the Vamanapuram river will be considered.

As regards the registry of backwater *porambokes*, your representation is noted for consideration.

148. Some needs of the Quilon taluk.

Mr. R. Raman Pillai (Member, Quilon taluk) prayed that the following public works might be executed for the benefit of the Quilon taluk:—

(1) Conversion of the road from the Tevalli landing place to Elampallur Satrom *via* Perinad into a public road.

He said that that road was a very important one. It was largely used by school-children and others who went from Perinad to Quilon town. It was not proper for the Government to include it among ryots' roads. He learnt that the Executive Engineer, Quilon, had inspected the road and recommended the same for being taken up for maintenance. He prayed that it be maintained as a public road.

He next said that a bridge be constructed at the Tevalli landing. If that was not possible, he prayed that at least a junghar be provided at the site without delay.

He heard that attempts were being made by certain persons to get the *porambokes* on either side of the Perinad road being registered in their names, and requested Government to issue orders not to give away such lands.

(2) Metalling the cart road from Quilon to Mukattala temple *via* Pattattanam.

The Member said that that was another most important road in the Quilon taluk. Government had not yet improved the condition of the road in spite of repeated representations in the Assembly. There was already a 6 ft. trace, and it would be enough if that was widened a little. The people interested were prepared to give the necessary lands free of compensation. As there was a large amount of traffic on the road, the Member prayed that the lane might be made cartable, and provision made for the purpose in the P. W. D. Budget for 1100 M. E.

(3) Widening the road on the southern side of the Kundara Sub-Registry office leading to Kanjirakkode lake.

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